

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION V

DATE: May 30, 1995

SUBJ: Standard Scrap Metal/Chicago International Exporting Site Pollution Report

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POLREP NO: POLREP 24

EPA Region 5 Records Ctr.



231944

II BACKGROUND

Refer to POLREP # 1

III SITE INFORMATION

Refer to POLREP # 1

IV RESPONSE INFORMATION

A. Situation

1. Current Situation

Refer to POLREP #1

2. Removal Activities (May 22, 1995 thru May 26, 1995)

- \* Excavating of soil at grid node G-16 under the shredder revealed several battery casings. These were removed and loaded into the railcar.
- \* Excavation of PCB-contaminated material from areas under and surrounding the shredder and shaker were completed during this week. Because of concrete footing and buried high voltage electric, soil immediately adjacent to the footing was not excavated.
- \* CIE's caused a release of PCB contaminated fluff while cleaning the shredder baghouse and contaminated the pad and soil surrounding the shredder. This area was recleaned and sampled by U.S. EPA on 5/19/95.
- \* Composite samples were collected from areas adjacent to the footings. These sample results showed elevated concentrations of lead, with one sample having as much as 20,000 mg/kg lead. CIE agreed to cover these areas with a concrete pad.
- \* Contaminated soil and debris were excavated from the pits at grid C-15 and D-17. These excavated areas were backfilled with tunnel stone.
- \* The high pad was scraped and brushed with bobcat-sweeper several times. Area immediately south of the high pad was also scraped and brushed with bobcat-sweeper (G16-20 thru I17-20 grid areas). These areas were then encapsulated by CIE with 6 inches of concrete.
- \* One bobcat was demobilized during this week. High volume air samplers and poly tank were also demobilized.
- \* Removal of railroad tracks and subsequent excavation of contaminated soil and debris beneath them continued in the main yard.
- \* Seven more cardboard boxes of fluff brought in by CIE from inside the building were sampled by TAT. All the boxes showed high levels of PCB's. These boxes will be loaded into the rail cars

for disposal.

- \* CIE's contractor started preparations to put up a retaining wall on the west side of the shredder at G-16 & H-16 grid areas.

### 3. Enforcement

- \* CIE submitted a Draft Work Plan on May 26, 1995 to conduct sampling to comply with the Unilateral Administrative Order. The U.S. EPA OSC will meet with CIE and International Engineers on June 2, 1995 to verbally discuss comments and additions to the Plan.

### B. Planned Removal Activity

- \* Refer to POLREP 1 through 23

### C Next Steps

- \* Continue transportation and disposal of contaminated soil, debris, and fluff.
- \* Collect samples from the shredded material, baghouse, and pre-shredded material as needed.
- \* Dispose contaminated soil, debris, and fluff at a TSCA Landfill.
- \* Remove railroad tracks and underlying soil in the main yard and west yard, backfill, and replace tracks.
- \* Decontaminate/Demobilize equipment
- \* Demobilize crew

### D Key Issues

- \* Monitor compliance with the Unilateral Administrative Order to Chicago International Exporting to cease releases PCBs from the shredding and gravity separator operations.

#### COST INFORMATION (as of 05/26/95)

	COST	CEILING
ERCS	\$ 2,776,011	\$ 3,300,000
TAT	\$ 130,788	\$ 150,000
U.S. EPA	\$ 108,360	\$ 125,000

### VI DISPOSITION OF WASTES

- \* A total of 122 rail cars have been shipped off-site for an estimated total of 10,980 tons. Three waste disposal shipments occurred during this POLREP period.
- \* Five tanker loads approximating 20,600 gallons of UST contents and water collected from the UST excavated area have been shipped to Safety Clean (Breslube) as of 1/20/95 for disposal.